

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (previously amended) A seaplane comprising: a fuselage; propulsion means; a main wing; said main wing having a central portion located beneath said fuselage and distal portions which extend outwardly from opposite sides of said fuselage, said main wing, when the seaplane is stationary, being adapted to float on water ~~when said seaplane is stationary~~ and to provide the principal means for maintaining said fuselage above and out of the water.
2. (original) The seaplane as claimed in claim 1 further including a tail having a horizontal stabilizer, said horizontal stabilizer adapted to provide additional support to said seaplane to maintain said fuselage above and out of the water.
3. (original) The seaplane as claimed in claim 1 wherein said main wing has leading and trailing edges, the trailing edge of said main wing being immovable relative to the main wing.
4. (previously amended) The seaplane as claimed in claim 1 wherein said main wing has a positive ~~is~~ dihedral.
5. (original) The seaplane as claimed in claim 4 wherein said main wing is a single piece and is bounded essentially by parallel upper and lower walls, leading and trailing edges at the front and rear thereof and outer edges at oppositely facing outer ends thereof.

6. (original) The seaplane as claimed in claim 4 wherein said fuselage has a plane of symmetry and said main wing has a root which is located in said plane, and distal portions which extend outwardly from opposite sides of said root at a dihedral angle of about 10 to about 20 degrees.

7. (original) The seaplane as claimed in claim 4 wherein said fuselage has a plane of symmetry and said main wing has a root which is located in said plane, and distal portions which extend outwardly from opposite sides of said root at a dihedral angle of about 15 degrees.

8. (original) The seaplane as claimed in claim 1 wherein said propulsion means is located above said main wing.

9. (original) The seaplane as claimed in claim 1 wherein said seaplane has a centre of gravity and, while hydroplaning, a centre of hydro-dynamic pressure which is located at or forward of said centre of gravity.

10. (previously amended) The seaplane as claimed in claim 1 wherein said seaplane has an plane of symmetry, said centre of gravity being located on said plane of symmetry and on said main wing or vertically thereabove.

11. (original) The seaplane as claimed in claim 1 wherein said seaplane has a plane of symmetry, said centre of gravity being located on said plane and spaced apart from the leading edge of said main wing by at least one half the width of said main wing measured along the plane of symmetry.

12. (original) The seaplane as claimed in claim 1 wherein said fuselage has a plane of symmetry, said seaplane having a centre of gravity located on a vertical line which lies on said plane and which extends vertically from the trailing edge of said main wing.

13. (original) The seaplane as claimed in claim 2 wherein said horizontal stabilizer is composed of two sections each extending outwardly from opposite sides of said fuselage and each having an elevon in the trailing edge thereof.

14. (original) The seaplane as claimed in claim 13 further including means for causing each said elevon to pivot independently of the other said elevon.

15. (original) The seaplane as claimed in claim 14 wherein each said elevon is pivotal upwardly and downwardly relative to said horizontal stabilizer.

16. (original) The seaplane as claimed in claim 13 wherein said horizontal stabilizer is above water at the time of takeoff and landing of said seaplane.

17. (currently amended) A seaplane comprising: a fuselage; propulsion means; a main wing; said main wing having a central portion located beneath said fuselage and distal portions which extend outwardly from opposite sides of said fuselage, said main wing, when the seaplane is stationary, being adapted to float on water and to provide the principal means for maintaining said fuselage above and out of the water, [T]the seaplane [as claimed in claim 1] further including a stub wing mounted above said fuselage and on which said propulsion means is mounted, said stub wing having a trailing edge on which flaps are mounted, said propulsion means generating a slip stream in which said flaps are located.

18. (previously amended) A seaplane comprising: a fuselage; propulsion means; a main wing; and a tail having lower and upper spaced apart horizontal stabilizers; and a vertical stabilizer, said main wing having a central portion located beneath said fuselage and distal portions which extend outwardly from opposite sides of said fuselage, each said main wing and said lower horizontal stabilizer adapted to float on water when said seaplane is stationary, said upper horizontal stabilizer being connected to said vertical stabilizer and being located in a slip stream generated by said propulsion means.

19. (previously amended) The seaplane as claimed in claim 2 18 wherein said main wing and said horizontal stabilizers each have leading and trailing edges, said seaplane further including means for raising and lowering said lower horizontal stabilizer relative to said fuselage.

20. (previously amended) The seaplane as claimed in claim 19 wherein said raising and lowering means is a boom to which said lower horizontal stabilizer is connected, said boom being pivotally connected to said fuselage and being pivotal between an operative position in which said boom is beneath and spaced apart from said lower horizontal stabilizer to a retracted position in which said boom is adjacent to said fuselage, said boom when moving from said retracted to operative positions causing the leading edge of said lower horizontal stabilizer to lower relative the leading edge of said main wing thereby adjusting the cant angle of said seaplane.

31. (previously added) A seaplane comprising: a fuselage; propulsion means; a main wing, said main wing having a central portion located beneath said fuselage and distal portions which extend outwardly from opposite sides of said fuselage, said main wing adapted to float on water when said seaplane is stationary and to maintain said fuselage above and out of the water; and a stub wing mounted above said fuselage and on which said propulsion means is mounted, said stub wing having a trailing edge on which flaps are mounted, said propulsion means generating a slip stream in which said flaps are located.

32. (previously added) A sea-worthy airplane comprising
a fuselage;
a propulsion device for propelling the airplane,
a main wing connected to the fuselage to provide lift while the airplane is in flight, and to also provide flotation to keep the fuselage substantially above water while the airplane is resting therein; and
a stabilizer to stabilize the airplane, wherein the airplane is characterized by the absence of pontoons.

33. (cancelled) A sea-worthy airplane comprising
a fuselage;
a propulsion device for propelling the airplane[.];
a main wing connected to the fuselage to provide lift while the airplane is in flight;
and
a horizontal stabilizer to stabilize the airplane, wherein the main wing and the horizontal stabilizer both provide flotation to keep the airplane afloat while in water.

34. (new) A sea-worthy airplane comprising
a propulsion device for propelling the airplane;
a fuselage; and
a main wing connected to the fuselage to provide lift while the airplane is in flight, and to also provide flotation to keep the fuselage substantially above water while the airplane is resting therein, the main wing having a trailing edge that functions as a step to break suction between the water and the airplane to allow water take-off.

35. (new) A sea-worthy airplane comprising
a propulsion device for propelling the airplane;
a fuselage;
a main wing to provide floatation and lift; and
a pylon disposed at the bottom of the fuselage for connecting the fuselage to the main wing, the pylon being of sufficient buoyancy and height to keep the fuselage substantially above water while the airplane is resting therein.